

Newport Daily News.

"Liberty and Union, now and Forever, one and inseparable."—WEBSTER.

Vol. XII]

NEWPORT, WEDNESDAY MORNING, FEBRUARY 4, 1857.

[No 230.]

NEWPORT DAILY NEWS.

Published every Morning, except Sundays and Holidays, by
JOHN HOBART,
at 144 Thames Street, corner of P. wharf,
a few doors South of the
Post Office.

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Advertisements inserted at customary rates.
Transient advertisements payable in advance.
Yearly advertisements payable quarterly.
Job Printing payable on delivery of the work.

BUSINESS DIRECTORY.

Churches.
1st Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
2nd Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
3rd Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
4th Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
5th Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
6th Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
7th Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
8th Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
9th Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.
10th Baptist, Spring street, (near Hall), S. Adams, Pastor, Rev. J. H. Hobart.

Banks.
AQUINQUE, No. 144 Thames-st., 1851 100,000 Monday.
BANK OF N. B. & F. 1851 100,000 Tuesday.
CANTON, No. 144 Thames-st., 1851 100,000 Wednesday.
DARTMOUTH, No. 144 Thames-st., 1851 100,000 Thursday.
EASTON, No. 144 Thames-st., 1851 100,000 Friday.
FALMOUTH, No. 144 Thames-st., 1851 100,000 Saturday.
GALVESTON, No. 144 Thames-st., 1851 100,000 Sunday.
HARTFORD, No. 144 Thames-st., 1851 100,000 Monday.
INDIANAPOLIS, No. 144 Thames-st., 1851 100,000 Tuesday.
JACKSONVILLE, No. 144 Thames-st., 1851 100,000 Wednesday.
KANSAS CITY, No. 144 Thames-st., 1851 100,000 Thursday.
LOUISVILLE, No. 144 Thames-st., 1851 100,000 Friday.
MEMPHIS, No. 144 Thames-st., 1851 100,000 Saturday.
NEW YORK, No. 144 Thames-st., 1851 100,000 Sunday.
PHILADELPHIA, No. 144 Thames-st., 1851 100,000 Monday.
PITTSBURGH, No. 144 Thames-st., 1851 100,000 Tuesday.
RICHMOND, No. 144 Thames-st., 1851 100,000 Wednesday.
ST. LOUIS, No. 144 Thames-st., 1851 100,000 Thursday.
SAN FRANCISCO, No. 144 Thames-st., 1851 100,000 Friday.
SPRINGFIELD, No. 144 Thames-st., 1851 100,000 Saturday.
WASHINGTON, No. 144 Thames-st., 1851 100,000 Sunday.

Courts.
CIRCUIT, JUDGE CURRIE, 19th November.
DISTRICT, JUDGE CURRIE, 24 Tuesday in
May, and 24 Tuesday in October.
SUPREME, JUDGE CURRIE, (Associates, Bos-
worth, Sherman and Braxton), 1st Mon-
day in March, and 4th Monday in August.
PROBATE, JUDGE TAYLOR, every Monday
at City Clerks Office, 19 A. M.
COMMON PLEAS, JUDGE SHERMAN, 3d
Monday in May, and 4th Monday in Nov.
JUSTICES, sits every Tuesday and Friday.

Newport Post Office Mail Arrangements.
Providence and Boston Mails close daily,
(Sundays excepted), at 7 1/2 A. M.
New York Mail closes daily, (Sundays ex-
cepted), at 7 A. M.
Western Mail closes every Tuesday and
Friday, at 6 A. M., and arrives every Monday
and Thursday, at 6 P. M.
New Shoreham Mail closes every Friday at
8 A. M., and arrives every Thursday at 6 P. M.
Tiverton Mail closes at 8 1/2 A. M.
Location and Hours.
141 Thames street, open daily from 7 a. m.
until 7 p. m. On Sunday, from 7 till 10 a. m.
JOSEPH JOSELYN, P. M.

Lycium.
No. 127 Thames st., open from 7 a. m. to
10 p. m.; free to all visitors; Newspapers and
Magazines from all the States.

Redwood Library.
Incorporated 1747, open from 1st October to
1st of June, on Tuesdays and Saturdays, and
balance of the year, every Tuesday, Thursday
and Saturday, from 4 to 6 o'clock.

Newspapers.
Newport Mercury, (weekly), \$2 per annum.
Newport Advertiser, 121 Thames st., \$2 per
annum.
Newport News, 141 Thames, \$3 per
annum.
Newport Weekly Journal, " " \$2 per
annum.
Herald of the Times, (suspended for present).
Rhode Islander, " " " "

Agencies.
Gifford W. D. general Agent, in Express build.
Apothecaries & Druggists.
Hazard & Co., 12 Washington St. & 137
Thames
Taylor Robert J., 102 Thames
Ladd John J., Bath road.
Weeden John B., Peckham & Bull's whf.

Architects.
Stewart Miss Jane cor. Church and Division-st.
Mason, G. C. 144 Thames-st.
Ames, Washington st.
Stearns, R. M. 31 Pelham st.

Attorneys and Counselors.
Cranston Henry Y., 17 Washington sq.
Cranston William H., 17 Washington sq.
Shuchitt William P., 173 Thames
Van Zandt Charles C., 123 Thames
Gipin Wm., 182 Thames-st.

Auctioneers.
Parker Samuel A., 115 Thames
Stanhope Francis, 6 Broad.

Bakers.
Ross & Davis, 205 Thames
Franklin Robert M., 53 Spring
Franklin Thomas T., 12 Broad
Ward F. J. (pies), 244 Thames

Baths.
Anderson Gorton, 193 Thames
Goffe John, Beach, Bath road
Goffe Robert, Beach, Bath road
Oman Geo. H., Beach, Bath road
Peckham Charles B., (rapier), Corne, between
Pelham and Prospect Hill

Billiard Saloons.
Tew & Crosby, Beach n. Bath road
Tew Henry B., Bath road
Hennessy John 107 Thames
Briggs Walter W., South Tour n. Bath road

Blacksmiths.
Austin James A., 8 Commercial whf.
Braman Solomon, — Farewell
Brennan Edward, 5 Spring
Burdick Truman J., Bannister's whf.
Carr Thos. B. & Co., 75 Washington & Com-
mercial whf.

Higgins & Davis, Tanner & Cor. Marlborough
Knoll George, Ayrault n. Broad
Knoll William, Bath road
Shaw James W., — Oak
Smith William B., 1 Covell
White G. L. & A. G., 7 Farewell

Block and Pump Maker.
Hildreth Ara, Stevens' whf.

Boarding Houses.
Altman Miss, 133 Thames
Goodman Wm., 12 Bath
Carr Robert R., 191 Thames
Clarke Deborah, 206 Thames
Dane Jonathan (private) 42 Broad
Easton Henrietta N., 39 Tour
McDeville Charlotte, 339 Thames
Nicoli Miss, Bull n. Mt. Vernon
Pitman William H., 29 Broad
Weeden Rowland G., 13 Washington sq.
Yacht House, n. Atlantic House
Yeomans Abby, 96 Broad
Puckard Edwin 42 Levin-st.

Boat Builders.
Albro James G., 92 Long Wharf.
Alger Nicholas, B. 43 Long wharf
Barlow Frederick, n. 42 Long whf.
Barlow Lewis, Marsh & Second
Barlow Moses, 78 Long whf.
Caswell Benjamin S., 27 Long wharf.
Caswell Lewis B., 45 Long whf.
Gibbs John, 11 Long wharf
Goodman Wm., D. 48 Long wharf
Stanford Thomas, 11 1/2 Long whf.

Bookbinders and Stationers.
Hannett Charles E., n. 124 Thames
Tilley B. J., 128 Thames
Ward A. J., 99 Thames

BUSINESS DIRECTORY.

Boot & Shoe Dealers.
Thayer J. H., 113 Thames-st.
Bailey William H., 93 Thames
Marsh Benjamin, 110 Thames
Seabury Thos. M., 140 Thames
Weeden William, 215 Thames

Boot & Shoe Makers.
Burdick Clark H., 275 Thames
Hathaway James No. 7 Pope-st.
Bathway James C., 39 Tanager
Reynolds Edward, 7 Washington sq
Head Isaac, 90 Broad
Reynolds Gardner B., 125 Thames

Botanic Medicines.
Irish Ephraim B., 91 Thames.
Billiard Saloon.
Hennessy John, Thames-st.

Brewers.
Hill W. & Son, 5 Broad
Brokers.
Crooker Isaiah, (real estate) Spring
Johnson Levi (real estate) Broad c. Tam-
ma Hill

Carpenters & Builders.
Austin Daniel, (real estate), 12 Mt. Vernon.
Burroughs George, Sherman's wharf
Almy Benj., 12 Mann Avenue
Cungdon Christopher T., Laydon et c Bath road
Cook Daniel, 177 Thames
Cranston & Burdick, Lee's whf.
Easton Benjamin 63 Broad street
Greene John H., 32 Levin street
Hale W. B., 18 Burney
Hazard Henry B., 39 Church
Jordan Alvin W., 12 John
McComie Michael, — Dearborn
Mumford Thomas G. B., 4 North Baptist
Peabody John 2d, 7 Bridge
Peckham Abraham T., Swinburne's whf.
Peckham William P., 51 Broad

Carriage Builders.
Powell James C., Tanager c. Greene Cone
Spencer Meah W., Sherman (late Gibbs) whf.
Tew Josiah, — Fire
Tripp Wm. E., Ayrault, n. Broad
Weeden John B., Peckham & Bull's whf.
Wilson Geo. H., Redwood Cottage

Chair Manufacturer and Painter.
Brownell, Charles Jr., 23 Mill street

Carpet Dealers.
Cozzens Wm. C. & Co., 72 Thames
Lawton F. & Bros., 74 Thames

Carriage Painters.
Landers Edward, 15 Broad
Esleek James R., Farewell, cor. Marlborough

Carvers.
Hazard J. L. & G. A., 23 Church
China, Glass and Earthen Ware.
Hazard C. T. & Co., 67 Thames

Cigar Manufacturers & Dealers.
DeJolis Henry D., 1 Concert Hall
Civil Engineers & Surveyors.
Dane William, 42 Broad
Stevens James, 23 Prospect Hill

Clothing Dealers.
Cozzens John H., 132 Thames
Hannett Stephen, 174 Thames
Swinburne & Goffe, 135 Thames

Coal & Wood Dealers.
Bowen George & Co., Stevens' whf.
Oman & Burdick, Langley's whf.
Peckham Wm. G., Commercial whf.
Sherman John W., 91 1/2 Thames
Swinburne Wm. J., Swinburne's wharf
Williams Charles, Williams' whf.

Coffin Ware-rooms.
(See Furniture.)

Commission Merchants.
Pinniger Wm. H., Perry Mill, 213 Thames.
Bailey Samuel G., Perry Mill, Thames
Caggs John T. & J. 12 Commercial wharf
Mann Josiah S., 19 Fair
Peckham Wm. G., Commercial whf.
Bowen G. & Co., Stevens' Wharf

Confectioners.
Gottlieb Spangler 111 Thames-st.
Dring Mrs. Nancy 83 Spring-st.
Kuhn Wm. 81 Thames
Lee Margaret, 13 Spruce
Muenchinger Gottlieb, 72 Spring, 206 Thames.
Young Enoch G. (candy), 34 Bridge.
Young Henry, 97 Thames-st., n. 478 Washington

Coopers.
Henderson James, 27 Prospect Hill
Langley John S., Langley's wharf.

Copper Smiths.
Chafee N. M., 210 Thames
Lyon Joseph, 6 Commercial whf.
Lyon Joseph M., 236 Thames

Clockmakers.
Sullivan Ira, No. 12 Broad street.
Daguerotypes.
Williams J., Appleby, 3 Concert Hall & 2
Washington sq.

Dentists.
Berry Robert P., 1 Mary
Smith Wm. H., 130 Thames
Dress Makers.
Babcock Mary E., 5 School street.
Allen Abby M., 8 Duke
Anthony Sarah J., Mrs. A. Third
Babcock Francis B., 14 Farewell
Butler Sarah, E. Dowling's row, South Tour
Cox Charlotte 36 Spring
Elias Louise, DeJolis' Block
Grant Mary, 1 Warner
Sherman Mary B., 45 Broad
Stedman Hannah, 132 Thames
Voss Sarah, 9 Charles
Weaver Sarah Ann, 71 Spring
Williams Margaret, 13 Long whf
Yates Matilda, 15 Pelham

Dry Goods Dealers.
Cozzens Wm. C. & Co., 72 Thames
Hannett James H., 35 Thames
Langley & Newman, 100 Thames
Lawton F. & Bros., 74 Thames
Mumford Samuel S., 172 Thames
Sherman Albert, 253 Thames
Turner Chas. W., 126 Thames
White Noah, 30 Broad

Dyers.
Clegg John H., 25 Tanager

Draymen.
Burton Benjamin, No. 35 Levin street.

Express Office.
Kinsley & Co., Express building, 194 Thames.

French Teachers.
Levilux J. V., 42 Church-st.
Greene Miss Ann B., 38 church-st.

Fish Dealers.
Heath Chas. C., 12 Ferry Wharf
Lawton Isaac, 46 Long whf.
Lawton William S., 14 Market sq.
Nickerson Henry, end of Long whf.
Stevens Pardon W., 49 Long whf.

Fishing & Sporting Tackle.
Barker David H., Duke-st cor Washington sq

Flour & Grain.
Barber Chas. P., 4 & 6 Market sq.
Perry J. H. & G. W., 3 Market sq.

Fruit Dealers.
Kuhn William, 80 Thames
Melville David, 171 Thames
Wilson Robert, 79 Thames
Young Henry, 97 Thames

BUSINESS DIRECTORY.

Grocers.
Howland Isaac B., 212 Thames-st.
Wilson Samuel T., 2 William street.
Allen Edward T., 5 Long whf.
Allen John B. & 23 Spring
Barber Chas. P., 4 & 6 Market sq.
Bryer W. & P., 16 Broad
Burkeshaw James, 282 Thames
Burkeshaw Thomas, 27 Bannister's wharf
Chase & Anthony, 55 Tour
Dennis John D., 22 Broad
Conroy Patrick M., 103 Spring
DeJolis Gilbert, South Tour
DeJolis Henry D., South Tour
Dennison George, 25 Bannister's wharf
Graham James, 221 Thames
Green John E., Spring c. Mary
Hamilton Thomas, 189 Thames
Hannett Frank 226 Thames
Hendy G. G., 221 Thames
Helm William M. C., 78 Spring
Keck Chester, 70 Broad
Lake Israel P., 80 Broad
Lake Thos. J., 48 Tanager
Newman William, 5 Washington sq.
Newton Brothers, 189 Thames c. Pelham
Oman & Hubbard, Washington sq. c. Thames
Sawyer John L., 22 Bannister's whf.
Scott John, 290 Thames
Stanton Robert H., 98 Thames
Sterne John, 14 Washington sq.
Topham James G., 19 Thames
White Christopher T., 147 Spring
Young Henry, 97 Thames
Young Henry H., 66 Thames

Horticulturalists.
Thomas F., Knoll rear house No 5 Howard

Hair Dressers.
Anderson W. F., 75 Thames
Anderson Gorton, 103 Thames
Paisano George 192 Thames.

Hardware & Cutlery.
Finch & Engs, 131 Thames
Harnesses, Saddles and Trunks.
Chappell James H., Farewell c. Marlborough
Dubs Charles T., 21 Tour
Irish, Tuol & McCarty, 31 Broad
Magee James, 11 Broad

Hats, Caps & Furs.
Weaver Jacob, 144 Thames

Hotels.
Aquidneck House, Pelham, n. Spring
Atlantic House, Pelham c. South Tour
Bellevue House, Catharine
Clarendon House, South Tour
Pittsburg House, Catharine c. Brindley
Park House, Washington sq.
Pelham St. House, 12 Pelham
Ocean House, South Tour opp. Bowery.
Sea Girt House, South Tour
United States Hotel, 181 Thames
Verandah House, 5 Pelham.

House Furnishing Goods.
Brownell William, 135 Thames
House Moves.
Sherman Jonathan, 27 Tanager

Insurance.
Lawton E. W., [Life, Fire and Marine.]
Ice Dealers.
Cranston John L., 175 Thames

Intelligence Office.
Barham C. S. (shipping), 1 Ferry whf.
Intelligence and Emigration Office.
Byrne John D., 31 South Tour opp Bath Road.

Knives & Fork Dealers.
Kinchan John, Stevens' wharf

Livery Stables.
Dean William, 40 Levin
Dunmore Thomas, — Brindley
Hassard Edward A., Spring c. Tour
Hayward Enos, 40 Broad
Stewart Anthony, 11 Pelham
Tennant Wm. C., Atlantic & Bellevue Houses,
& Tour c. & South Tour, opp. Atlantic
House.

Wagon Clark, Chestnut n. Second
Weaver James L., 12 Chestnut
West John, Beach n. Cottage

Locksmith & Bell Hanger.
Glyn John, r. 5 John

Lumber and Builders' Materials.
Finch & Engs, 131 Thames
Peckham Abraham T., Cottrell's whf.
Peckham & Bull, Peckham & Bull's whf
Southwick James McK., 67 Long whf.
Tanner John, 144 Broad

Marine Railways.
Gottlieb Spangler 111 Thames-st.

Cottrell Silas H. & Co., 233 Thames
Crandall Wm. E. & G. F., 65 Washington

Music Teachers.
Tourjee Eben [Piano Forte and cultivation of
voice, No. 29 Broad street and 90 Thames st.

Music Dealers.
Ward A. J., 99 Thames-st.

Nurseries.
Galvin Thomas & Son, Spring c. Dearborn
Popple George Jr., h 1 Fir
Talbot Francis, 12 Mt. Vernon

Painters and Glaziers.
Hoskie Abby, Poplar near Warner
Hoskie Johna E., 6 Prospect Hill st.
Clark Sarah B., h 51 Church
Jeffers Eliza, 22 Spring
Marsh Joseph, 3 Mary
Reid Emeline, 14 Elm
Spencer Louise, 2 Elm
Spencer Ruth, 2 Elm
Tennant Rhoda, 17 Spring
Tennant Mrs. S., 31 Thames, above City Hall.
Clark Susan S., No. 17 Well street.

Oyster Dealers.
Foster Thos. F., 187 Thames
Munroe Thomas C., 191 Thames.
Packer E., 165 Thames
Smith, 191 Thames
Ray John M., 41 Levin-st.
Hicks Samuel K., Spring st.

Painters and Glaziers.
Duffy William, 7 Howard
Gladding & Simmons, 21 Spring
Lewis & Barker, 103 Thames
Spencer John, 13 John
Stoddard John C., 23 Long whf.
Underwood N. & Son, 26 Thames

Paper Hangings.
Durfee Wm. H., 19 Cannon st.
Cornell Benjamin, 33 Thames
Cutler Wm., 15 Fair-st.

Patent Medicines.
(See also Apothecaries.)
Burdick Charles G., Cannon

Periodicals, Newspapers, &c.
Tilley Benjamin J., 123 Thames

Physicians.
Butler Samuel W., 26 Pelham
Gardiner V. (Indian), 8 Bowery
King David, Tour n. Catharine
Moore Charles K., 51 Broad
Rice Richard H., hom'opathic, 43 Farewell
Verdi T. B., 34 John
Watson Daniel, 108 Spring

Planing Mills.
Moffit Simon, 1 Sherman

Plasterers.
Duller Alfred A., Dearborn n. Thames
Pludder William, 21 John
Freeborn John, 4 Third
Helme Theodore N., 78 Spring
Higgins Chas. B., 10 Sherman
McGregor Alexander, 22 John
Munsfield William, South Tour
Tremble Matthew L., 5 Cannon
Wood Silas, 31 Pelham

Plumbers.
Chaffee Nathan M., 21 Thames
Lyon Joseph M., 236 Thames
White Gordon J., 5 Thames

BUSINESS DIRECTORY.

Police.
Seattle Robert, 13 Farewell street.
Provision Dealers.
Hazard James T., corner Broad and New sts.
Hazard Geo. M., Main road
Howland Wm. H., 141 Thames
Pucker Eldridge, 165 Thames
Sherman George & Son, 12 Market sq.
Sisson & Dateman, 147 Thames

Public Waiters.
Randolph Anthony, 1 Spruce c.
Public Caterer.
Rice Isaac cor. Thames and William-sts.

Restaurants.
Doeth Frederick N., 161 Thames
Jackson, Samuel, 1st Thames
Pell George, South Tour opp. Concert Hall
Ray John, 41 Levin
Fell Mrs. Mary, Sayers Wharf

Sail Makers.
Freeborn Benjamin, Commercial wharf

Schools (Private.)
Berkley Institute, classical and commercial
school, 19 Washington sq. A. Dalton & W.
C. Leverett, principals.
Carr Daily T., Third n. Willow
Cook Misses, young ladies boarding, 118 Thames
Cook Mary, 76 Broad
Fay Henry H., 29 Mill
Oudin Lucien, (French), h. 7 John
Rhoades, Benjamin H., 11 Washington Sq
Seattle Elizabeth 23 Thames
Sheldon Mary, 23 Pelham
Sherman Mary G., h. 24 Division
Stratton Misses, rear 83 Thames
Thurston B. E. Boys' School, 12 Washington
sq.

Ship & Spar Builders.
Cottrell Silas H. & Co., 233 Thames
Crandall Wm. E. & G. F., 65 Washington

Ship Chandlers.
Coggshall T. & J., 12 Commercial wharf
Soap and Candle Manufacturers.
Ward W. G. & G. S., 6 Sherman

Stair Builders.
Barker Darius E., 13 Mann av.
Stone Cutters.
Beattie J. & N. H., 77 Thames
Greene Wm. L., 147 Thames
Langley & Norman, 194 Thames
Swan Wm. B., 168 Thames

Teachers, Drawing.
Mason George C., 118 Thames
Tin, Copper & Sheet Iron Workers,
Stove Dealers, &c.
Brownell William, 135 Thames
Langley J. B. Jr., cor. 122 Thames

Tanners.
Greene A. G., 35 Church
Hazard J. L. & G. A., 23 Church

Undertakers.
Gladding Samuel c. 4 Division
Upholsters.
Gladwin George P., 17 Division

Washerwomen.
Bannister Lucy, 39 Broad
Clark Hannah, 55 Tanager
Church Mary, Spruce c. Spruce ct.
DeJolis Eunice, 33 Tanager
Drummond Anna M., Bath road
Flagg Eliza, 6 Thames
Mary Manning
Groves Rebecca, 3 Spruce ct.
Hill Harriet, 39 Broad
Howard Louisa, 5 Spruce
Kelleigh Catharine, 2 Spruce ct.
Lawton Salbia, 41 Tanager
Lee Ellen, 1 Collins
Lynch Ellen, 4 Long wharf
Norris Mary 39 Broad
Orr Elizabeth, 32 Tanager
Perry Ellen, 7 School
Quinn Mary, h. South Baptist n. Thames
Randolph Mary Jane, 1 Spruce ct.
Seixas Hannah M., rear 115 Thames
Sherman Abby, 6 Spruce ct.
Shilo Mary 9 Spruce ct.
Stimmons Elizabeth, Spruce c. Spruce ct.
Tew Eliza, c. 115 Thames
Wamsley Louisa, 32 Tanager
Williams Mary Ann, 19 Tanager
Allen Mrs. Dorcas 44 Levin-st.
Williams Lanna, 7 Fountain street.
Hull Catherine, 7 Fountain street.
Randolph Martha Jane 1 Spruce street.
Caldine Jane M., Callender Avenue.
Babcock Phoebe School street.
Cooper Diana 10 Williams street.
Jones Louisa — Spruce street.
Weeden Diana 15 Spruce street.
Greene Hannah M., 115 Thames street.
Babcock Frelove Brinley head of Bull-st.
Cotton Abby 8 Williams street.
Warren Eunice 8 do do
Chandler Margaret 14 Levin street.
Grinley Esther 23 do do
Canterbury Mrs. 41 Broad-st.

Whitewashers.
Seixas Henry 115 Thames street.
Marsh Joseph 3 Mary street.

Wheelwright.
Wilson Wm. No 24 Poplar

Watches.
Wilbur Sylvanus, 91 1/2 Thames St.
Woolen Goods Manufacturers.
Rodman Samuel, 267 Thames
Yarns, Batts, Wicks & Warps.
Lawton Gleason N., 24 Poplar

BUSINESS CARDS.

C. B. PECKHAM,
Oriental Baths.
A few steps below the Atlantic House, and
South, a few steps from the Aquidneck
House, (on Corne Street,) Newport,
R. I.

Also, nine pleasant rooms to let. 41
TESTIMONIES in favor of the Oriental or Va-
por Baths in conjunction with water:
Savary, Shade, N. P. Willis,
Andria, Dr. Clarke, Dr. Combe,
M. Rapoe, Magendie, Dr. Kentish,
Dr. Madon, Dr. Bell, Mr. Culverwell,
Dr. Macartney, Urquhart.

MRS. M. J. G.,
CLAIRVOYANT DOCTRINE
Mrs G. will be happy to examine and pre-
scribe for those afflicted with diseases of all
kinds at her office No. 8 Bowery street. d24

M. W. SPENCER,
CONTRACTOR AND BUILDER,
On Sherman's wood and coal wharf, next north
Z. L. Hammonds, Thames-st., Newport, R. I.
[?] Jobbing in all its branches executed in the
neatest manner, and all orders faithfully
attended to.

BURDICK & STEVENS,
CARRIAGE MANUFACTURERS,
Cor. of Farewell and Marlborough streets,
Newport, R. I.
[?] Orders received for Carriages of various
styles. Light Buggies, with and without
top. Chaises of the latest styles.
Top and Express Wagons, Drays, &c.,
made at short notice from the best material
and at low prices.
Repairing done with neatness and promptness.
THOMAS S. BURDICK. ACHILLEA STYVENA.

Barbering Saloon,
W. P. ANDERSON,
No. 75 Broad street, Newport, R. I.
Where he is prepared to execute all the
various styles of the hair, such as Shaving, Hair-
Cutting, Shampooing, Curling, Color-
ing, &c., &c.

BUSINESS CARDS.

GLADDING & SIMMONS,
Painters and Glaziers,
No. 21 Spring-St.

DEALERS IN GLASS, WHITE LEAD, ZINC,
PAINTS, VARNISHES & OIL. Also, New &
Second-hand Sashes and Blinds, constantly on
hand for sale cheap for Cash. Sashes ready
glazed and new sashes exchanged for old.
[?] All

Full fifteen minutes passed ere Biggs moved; then he slowly went on. When he reached his place, a very low hissing sound indicated that he was ready. Brady in return reiterated the sound as a signal to Gray and Livingston to begin. Thus they did in the most deliberate manner. No nervousness was a misnomer. They slowly felt for the heart of each savage they were to stab and then plunged the knife. The tomahawk was not to be used unless the knife proved inefficient. Not a sound broke the stillness of the night as they cautiously felt and stabbed, unless it might be that one who was feeling would bear the stroke of the other's knife and the groan of the victim whom the other had slain. Thus the work proceeded. Six of the savages were slain. One of them had not been killed outright by the stab of Gray. He sprang to his feet, but as he arose to shout his war cry, the tomahawk finished what the knife had begun. He staggered and fell heavily forward, over one who had not yet been reached. He in turn started up, but Brady was too quick, his knife reached his heart and the tomahawk his brain almost at the same instant.

All were slain by the three spies, except one. He started to flee, but a rifle shot by Biggs rang merrily out in the night air and closed his career. The women and children alarmed by the contest, fled wildly to the woods, but when all had grown still and they were called, they returned, recognizing amid their fright the tones of their own people. The whole party took up their march for McIntosh at once. About sunrise next morning the sentries of the fort were surprised to see the cavalcade of horses, men, women and children, approaching the fort. When they recognized Brady, they at once admitted him and the whole party, in relating the circumstances afterward, Bravington claimed to have killed three and Gray three. Thus Brady, who claimed nothing, must have slain at least six, whilst the other two slew as many. The thirteenth Biggs shot.

From that hour to this, the spring is called the "Bloody Spring" and the small run is called the "Brady's Run." Few, even of the most curious of the people living in the neighborhood, know aught of the circumstances which conferred these names; names which will be preserved by tradition forever. Thus ended one of the very many hand-to-hand fights which the great spy had with the savages. His history is fuller of daring incidents, sanguinary, close, hard, contest, perilous explorations and adventures, than that of either Hietzel, of Boone or Kenton. He saw more service than any of them, and his name was known as a by-word of terror among the Indian tribes, from the Susquehanna to Lake Michigan.

The Daily News

NEWPORT,
144 Thames Street.

WEDNESDAY MORNING, Feb. 4, 1857.

E. TOURNESE, Esq., is hereby authorized to transact for us any business connected with the News and Journal office, of this city.

Some effort should be made by the General Government to place a Revenue Cutter at this port. Though the Revenue, derived from foreign importations to ports upon the waters of this Bay is not large, it is large enough to warrant the expenditure upon the part of the general government—and the service which would be offered by a cutter to vessels in distress upon their coast would amply justify any appropriation necessary to accomplish this object. Our harbor is accessible at all times; more easily, than any other on the entire coast of North America. Vessels in distress, bound to the ports of New England, or to New York, generally try to make this port. A cutter located here, therefore, would be enabled to do more service to the commerce of the country than at almost any other place in the United States. We are surprised that measures have not been taken to bring this subject to the attention of Congress. Revenue cutters are located in some places—for instance at New London and New Bedford—when, at the times where they are most needed, for all practical purposes, the might as well be located in mill ponds.

The following communication is from a gentleman of this city, well posted in Railroad matters. The subject is presented in a common sense way and will command the respect of those who like to have a solid basis for their opinions:—

Fall River Railroad Again.
The Mercury in answer to our remark as to the error made in that paper of 24th inst., in which the cost of a Railroad to Fall River, was estimated at \$1,000,000, does not seem to be yet fully satisfied as to the full extent of the error, but now reduces the estimate to \$600,000, which we think is still, so far out of the way, that if correct, it would render the project hopeless.

The Mercury in correcting us, says that T. S. Brown, Esq., was a Civil Engineer, whose only connection with Newport, was his marriage to a Newport lady. In advising us "to be a little more guarded, and not to make such random statements," it should be a little more careful itself, as it falls into another error in this very matter. T. S. Brown, Esq., was a U. S. Engineer employed at Fort Adams, and resided at Newport several years, where he became well acquainted with its inhabitants and their interests, which became his own also, as by his marriage he acquired a large property in real estate in Newport. He afterward resigned, and was employed as a Civil Engineer on the Erie Railroad, and on the death of Major Whistler, was employed by the Emperor of Russia, to complete the Railroad from St. Petersburg to Moscow.

The little mistakes on both sides are however, of less importance than is the question, what would a Railroad cost?

The estimates of Mr. Brown, as given in the Mercury, are correct, making the total cost \$333,046. Since then, a fall in the price of iron took place, and at one time it could be bought for \$20 per ton less, which on 1804 tons would amount to \$36,080; reducing the cost to \$297,666.

The Railroad manager's estimate, (which the Mercury thinks good for nothing, as it was not based on actual survey,) was made by a gentleman who was for many years President of a Railroad Company, and who published a work in relation to the construction and management of Railroads in England, France, and Belgium; which countries he visited for the express purpose of obtaining information on that subject, and it is to be presumed he is as well able to give an opinion, at least as reliable, as that of any other person.

After an examination of Mr. Brown's estimates, and survey of the route, he was of opinion that by using a rail of 50 lbs. to the yard, it would allow the track to be constructed for \$6,300 per mile, which would reduce the cost still more, and make a further saving of \$19,916, leaving the actual cost of the track \$277,650, exclusive of equipment of the road, with locomotives, cars, &c., which it was believed could be hired of the Fall River Company at a reasonable rate, as the same cars used on their road, could be run to Newport. This was the idea at the time the survey was made.

The next objection is, that the right of way, and land damages, would now be much increased, because land taken was an acre at \$100 per acre, and now sells readily at from 1 to 2 and \$300. Does anybody really believe that any considerable portion of the land along the western shore of the Island could be sold at from \$1000 to \$3000 per acre? If so, it would be news to the farmers, and if they had any such extravagant ideas, this circumstance alone would indeed be a great and fatal objection; as the land damages at this rate, would be altogether too expensive. But this is probably another material error, and most of the farmers would be very apt to think that instead of its being a damage, they would be benefitted a little themselves by a Railroad, along the west shore of the Island.

Another difficulty is mentioned, that Mr. Brown thought the town had a right to the water lots on the Point, but that a private claim has been set up, (does it mean a lot or two bought for \$20 or \$30 each?) and also that he had been calculating on the supposition that the Cove was exclusively public property, where he proposed to locate engine and car houses, &c. We should like to know when, and how it was discovered, that the town had not a right to use the Cove, if they thought proper to do so, for the public benefit? It is to be supposed that every one knows that in such cases when individuals are injured in their property, they are entitled to be paid for the damages they may suffer; not, however, at their own estimate of the value, but at what a jury might consider equitable and proper.

The city of Providence made use of their Cove for Railroad purposes, and why could not Newport do so too, if it should be thought the public interest required it?

Another objection is raised in regard to using the Stone Bridge. It is said the estimate was made when it was supposed that the Stone Bridge could be used, and it is argued that it has now been discovered that a new Bridge, North of the Stone Bridge, would have to be built, and that Mr. Brown says it would be a formidable undertaking.—We would ask when the discovery was made that the present Stone Bridge could not be used to advantage, and that the formidable undertaking of building a new Bridge is absolutely necessary? It is true, that a saving of perhaps a mile and a half, could be made in the distance, over a new Bridge, but the expense would be too great, the water being 30 feet deep in the channel, and the danger of its being carried away by sea, as well as of its destruction by worms, would probably be such, as to make it inexpedient to build it, or to justify the outlay for that purpose. Therefore, it would be better to use the old Stone Bridge, which could be adapted to the purpose, at a moderate expense, as at first proposed. All that would be required, being to embed some sticks of timber across the Bridge, extending six or eight feet over each edge, to obtain width for a foot passage on each side, leaving the middle of the Bridge for a Railroad track on one side, and a carriage track on the other, separate from each other by a fence in the middle, and a new draw.

We have taken it for granted that the object of the Mercury is to promote the construction of a Railroad, but from the variety of difficulties raised as well as the great expenditure anticipated, it might be supposed that their remarks were either intended to throw cold water upon the project, which at this season of the year might soon become ice, that the idea of our having a Railroad at all, would be in danger of being frozen up forever.

As there seem to be so many difficulties and objections to our having a Railroad to Fall River, especially as the Fall River folks may not want it, suppose we discarded that idea for the present, and go for making a Railroad to Bristol Ferry, only.

According to the Survey of Mr. Brown, the distance along the western shore of the Island to Bristol Ferry is 12 miles, which at a cost of \$10,750 per mile would be \$129,000. A Steam Ferry Boat and other Expenses at the Ferry, may be estimated at \$10,000. Allowing for equipment of the Roads, Locomotives, Cars &c \$30,000

would make the Road cost \$250,000.

At the rate of the cost of the Bristol Road, \$428,500 for 18 miles, 12 miles from Newport to the Bristol Ferry would be \$285,667. It is to be presumed that the proprietors of the Bristol and Providence R. Road would at once see their interest in a junction, and that they would be willing to bring their Road down to the Ferry in order to effect it, and probably pay one half the expense of the Steam Ferry Boat, as it would undoubtedly add to the business of their road at least 50 per cent if it did not double the receipts. It would be a great advantage to Bristol, Warren, and Providence and afford a ready communication between Boston and Newport, several times a day, and also give the Farmers of Rhode Island a choice of markets for their produce at all times.

In winter, it would be a great convenience to the business of Providence and Boston, as Goods could be shipped and received here by Steamers, Propellers and Sail vessels, without interruption from ice, and much time would be saved in reaching the South western ports. It would place Boston upon a par with New York in this respect, which is admitted now to be an important consideration to the former city.

Vessels could be discharged here in winter, sending their cargoes over the road if necessary, and save time enough to reach the Gulf of Mexico, while they would otherwise be waiting a chance to circumnavigate Cape Cod as at present. It is believed that nearly enough to build a Railroad has been lost by the wreck of vessels this winter, in trying to reach Boston, which they would have been safe, by stopping at Newport.

A line of steamers from New York, which there is no doubt would be put on the route making Newport their stopping place, would have a preference in summer, as passengers for Newport would not be hurried out before day as at present, and they would be able to go on board at their leisure in the evening for New York, which would be a great convenience to visitors and no doubt increase their numbers.

If the Bristol and Providence Railroad carried 101,484 passengers the past year without any substantial connection with New York, it would be reasonable to expect, that with a steamboat terminus at Newport, we might calculate upon 100,000 passengers, which at 35 cts. each, would make \$35,000, and that there would be received for freight at least \$8,760, making the receipts for a year \$43,760. Deduct expenses of the Road at the same rate as it cost the Bristol and Providence Road, \$31,801 per year for 18 miles, 12 miles would be \$21,200, leaving \$22,560, which would allow 6 per cent. on an investment of \$235,667, \$17,140, and leave a balance towards paying wear and tear of the road of \$5,420.

The coal mines in Portsmouth would be benefitted, and the production no doubt increased, as the road would afford a steady conveyance to Newport, and elsewhere, which would increase the consumption, and in time of war or other interruption to the coal trade of Pennsylvania, might become an important matter, it would at least help to support the Road.

Republican State Convention.
A Republican Convention will be held at Richmond Hall, Howard Building, Providence on THURSDAY EVENING, 19th day of February, 1857, at seven o'clock, for the purpose of forming a ticket of State Officers for the ensuing political year, and of electing a Republican State Central Committee, and for transacting such other business as may properly come before said Convention.

The Committees of the several Towns and Wards are requested to call primary meetings without delay for the election of delegates to said Convention, equal in number to their representation in both branches of the General Assembly.

By order of the State Republican Committee.
EDWARD HARRIS, Chairman.
CHARLES RANDALL, Sec'y.

EASTERN DISTRICT.
A Republican Convention will be held at Richmond Hall, Howard Building, Providence, on Thursday afternoon, February 19th, 1857, at 3 o'clock, to nominate a candidate to represent the Eastern District, in the next Congress.

The Committees of the several Towns and Wards, in said District are requested to call primary meetings without delay for the election of Delegates to said District Convention, equal in number to their representation in both branches of the General Assembly.

By order of the State Republican Committee.
EDWARD HARRIS, Chairman.
CHARLES RANDALL, Secretary.

WESTERN DISTRICT.
A Republican Convention will be held at Richmond Hall, Howard Building, Providence, on Thursday afternoon, February 19th, 1857, at 3 o'clock, to nominate a candidate to represent the Western District in the next Congress.

The Committees of the several Towns and Wards in said District are requested to call primary meetings without delay for the election of Delegates to said District Convention, equal in number to their representation in both branches of the General Assembly.

By order of the State Republican Committee.
EDWARD HARRIS, Chairman.
CHARLES RANDALL, Sec'y.

ARRIVAL OF THE STEAMER CITY OF MANCHESTER.—New York, Feb. 2.—The steamer City of Manchester is signalled below. She was bound to Philadelphia but ordered here in consequence of not being able to reach her destination owing to ice.

Second Despatch.—The steamer City of Manchester, Jan. 31st, lat. 42 12, lon. 25 31 experienced a heavy gale with violent squalls, which caused a tremendous sea. Carried away part of the side house, bulwarks and hatches. Three men were washed overboard, and the cabin was filled with water. January 22nd, lat. 43 13, long. 28 26, at 6 30 p. m., saw a large ship on fire, of about 800 tons, cotton loaded, and at half past six. Fired guns and threw out signals, but saw no signs of any of the crew or boats.

FOR HAVANA.—The steamer Black Warrior, which sailed to-day for Havana and New Orleans, took out \$800,000, most for the latter port.

CONGRESS.
WASHINGTON, Feb. 2.

SENATE.—On motion of Mr. Weller, a resolution was adopted, requesting the Secretary of War to communicate copies of all correspondence not heretofore published relative to the proceedings of the San Francisco Vigilance Committee of 1856.

On motion of Mr. Pearce, a resolution was adopted calling on the Secretary of War for all the information in his possession, showing the results of the trials of the cannels in the military service.

On motion of Mr. Bigler, a resolution was adopted for the appointment of a committee to ascertain and report a mode of examining the votes for President and Vice President, and of notifying the persons elected of their election. Messrs. Bigler, Benjamin and Foote were appointed on the part of the Senate, and the House having concurred in the resolution, it is represented by Messrs. Jones of Tennessee, Washburn of Maine, Fidler of Pennsylvania, Lester and Hock.

The Senate resumed the consideration of the Indian Appropriation Bill, and passed it with many amendments.

HOUSE.—The House passed the bill legalizing entries under the Graduation act of 1854, made prior to its passage, in cases where a settlement was made in good faith.

Mr. Kelsey, by the unanimous direction of the Investigating Committee, reported a resolution requiring the Sergeant-at-Arms to bring before the Committee James W. Simonton, to answer on the summons of the Speaker such questions as may be propounded to him.

The resolution was passed under the operation of the previous question.

The House took up the bill establishing the collection districts of the United States, designating the ports of entry and delivery, and remodelling the revenue system generally. The friends of the measure desired its immediate passage, the subject having been before Congress for several years. Others exclaimed that they had not read it and hence were unwilling to act now on a measure of such vast importance.

Mr. Haven washed his hands of it, saying that it changed the principles of the common law and was a bad bill.

Its reading being demanded, objections were raised that the Clerk would be occupied twelve hours, as the bill contained 350 pages.

Indefatigable efforts were made to dispense with the reading, adjourn, postpone, &c.

The Clerk having read one page, Mr. Washburn, of Illinois, offered a compromise that the further reading of the bill be dispensed with, that the vote be taken on laying the bill on the table, and it is this night, the consideration of the bill be postponed till Monday next.

The result was the postponement to that day.

Mr. Pelton, from the committee on commerce, reported back the bill authorizing the President in procuring a suitable steam revenue cutter, and appropriating \$150,000 for that purpose.

The House concurred in the Senate's amendments striking out the original provision—"It shall be sustained in New York, and used for the purposes of rescuing shipwrecked persons." The bill now awaits the action of the President.

Mr. EDITOR.—Can you explain to me why it is that the Providence Post arrives here by the mails on the day it is published, and that the Providence Journal does not arrive until the next day after it is published? There must be some reason for this, but what is it? Can you tell? If not, let the Journal try and oblige one of its SUBSCRIBERS.

Little said is soon amended.

Liberalty is not giving largely, but giving wisely.

Arrivals at the Hotels.
U. S. HOTEL, (CORNER) 111
Ellery Manchester Bed Jas. Nickerson
Nathan B Brooks do Geo Seider N. Med
M A Manning do Capt H D Lacy do
Capt H Gray do Mr Donnan do
Burlingame Lit Com Geo H Norman, NY
Mr Poite r Narragansett M Humphrey.

AQUIDNECK HOUSE. (RIDER)
Chas. Harrison N. Y.

SPECIAL NOTICES.
WILLIAM H. SMITH,
DENTIST,
Rooms directly over the Post Office.

A CARD TO THE LADIES.
Dr. DORRIS'S Golden Periodical Pills for Females. Perfectly harmless, yet wonderfully and powerfully efficacious in correcting, regulating, and removing all obstructions from whatever cause.

All we need now know, as well as many others, that no female can enjoy good health, unless she is regular, and whenever an obstruction takes place, whether from exposure, cold, or any other cause, the general health begins immediately to decline, and the want of such a remedy has been the cause of so many consumptions among young females. Dr. DORRIS'S Golden Periodical Pills, of the Heart, Pains in the Side, Violent Headaches, Loathing at Meals, Disturbed Sleep, do most always arise from the interruption of nature; and whenever that is the case, the Pills will invariably remedy all these evils; and may always be used successfully as a preventive. Price \$1.25 per box. For sale by HAZARD & CASWELL, 12 Washington Square, and 137 Thames-st. They will supply the trade at manufacturers' prices. Ladies, by trade at 25c per box to STUBBS & CO., Box 24, Newport Post Office, can have the Pills sent (confidentially) by mail to any part of the city or country.

ANOTHER TRIUMPH OF THE
Defiance Salamander.—Salem, Feb. 11.
New York, Nov. 4th, 1856.
Mr. ROSE, M. P. Defiance Sal. No. 5,778.
Dear Sir:—From you about eighteen months since, was in my house at Newport, R. I., which, with the furniture, was entirely destroyed by fire on the night of 5th the June last. The fire, after being exposed to an intense heat for many hours, was recovered on the 10th of June. Not having the necessary funds at hand to open it, the same has stood in my yard, covered, until shipped to your store this morning. I am greatly surprised, as were also others present, to find the contents, consisting of valuable silver plate, &c., in as perfect order as when placed therein. It is with pleasure I add my testimony to the merits of the Salaf of your manufacture. Yours, Respectfully,
J. W. FAIRBANK.

SAVES OF ALL SIZES.—Plates, Cases for Private Families, &c., on hand, for sale and to order, at the Depot, 192 PEARL STREET, one door below Maiden Lane, and at the Manufactory, Nos. 61, 62, 64 and 68 Canal Street, New York.

ROBERT M. PATRICK

ALMANAC.

FEBRUARY. 1857.

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Range of Thermometer.
FEBRUARY 3, 1857.

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| 6 a. m. | 12 m. | 8 p. m. |
| 8° | 21° | 23° |

MARRIED.
In this city, Feb. 1st, by Rev. Henry Jackson, D. D., Mr. Overton G. Langley, to Miss Kate F. Draper, both of this city.

MOVEMENTS OF THE OCEAN STEAMERS.
The Collins Line.

ATLANTIC, Capt. Eldridge.
BALTIMORE, Capt. Constock.
ADRIATIC, Capt. James West.

PROPOSED DATES OF SAILING.

| From New York | To | From New York | To |
|--------------------------|--------|---------------------------|--------|
| Saturday, Jan. 17, 1857. | London | Wednesday, Jan. 22, 1857. | London |
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| Monday, Jan. 19, " " | London | Friday, Jan. 24, " " | London |
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| Friday, Jan. 30, " " | London | Tuesday, Feb. 4, " " | London |
| Saturday, Jan. 31, " " | London | Wednesday, Feb. 5, " " | London |
| Sunday, Feb. 1, 1857. | London | Thursday, Feb. 6, " " | London |
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| Thursday, May 19, " " | London | Monday, May 24, " " | London |
| Friday, May 20, " " | London | Tuesday, May 25, " " | London |
| Saturday, May 21, " " | London | Wednesday, May 26, " " | London |
| Sunday, May 22, " " | London | Thursday, May 27, " " | London |
| Monday, May 23, " " | London | Friday, May 28, " " | London |
| Tuesday, May 24, " " | London | Saturday, May 29, " " | London |
| Wednesday, May 25, " " | London | Sunday, May 30, " " | London |
| Thursday, May 26, " " | London | Monday, May 31, " " | London |
| Friday, Jun. 1, 1857. | London | Tuesday, Jun. 2, " " | London |
| Saturday, Jun. 2, " " | London | Wednesday, Jun. 3, " " | London |
| Sunday, Jun. 3, " " | London | Thursday, Jun. 4, " " | London |
| Monday, Jun. 4, " " | London | Friday, Jun. 5, " " | London |
| Tuesday, Jun. 5, " " | London | Saturday, Jun. 6, " " | London |
| Wednesday, Jun. 6, " " | London | Sunday, Jun. | |

D (12) "Get 'em good!—Preserving Fluid from engine, just the thing for pies, cakes and invalids, at the New York Agency, Parade corner. [d12] H. H. YOUNG.